

vessel, the Commandant does not consider the installation of an automatic water-sprinkling system necessary, such vessel shall be protected in such enclosed parts of the vessel as the Commandant shall deem necessary, with an automatic electric or pneumatic fire-detecting and alarm system, used singly or in combination, of a type approved by the Commandant.

(c) Vessels of less than 100 gross tons, contracted for prior to May 26, 1965, which carry more than 150 passengers, shall meet the following requirements:

(1) Existing structure, arrangements, and materials previously approved will be considered satisfactory so long as they meet the minimum requirements of this paragraph and are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection. Minor repairs and alterations may be made to the same standards as the original construction.

(2) For such vessels, contracted for on or after November 19, 1952, and prior to May 26, 1965, on an international voyage, the details shall be in general agreement with §§ 72.05-5 through 72.05-60.

[CGFR 67-87, 32 FR 19180, Dec. 20, 1967]

Subpart 72.10—Means of Escape

§ 72.10-1 Application.

(a) The provisions of this subpart, with the exception of § 72.10-90, shall apply to all vessels contracted for on or after November 19, 1952. Vessels contracted for prior to November 19, 1952, shall meet the requirements of § 72.10-90.

(b) [Reserved]

§ 72.10-5 Two means required.

(a) There shall be at least two means of escape from all general areas accessible to the passengers or where the crew may be quartered or normally employed. At least one of these two means of escape shall be independent of watertight doors. For stairway continuity and general requirements for stairways see § 72.05-20.

(b) Elevators shall not be considered as one of the required means of escape.

(c) Stairways serving only a space and a balcony to a space shall not be

considered as one of the required means of escape.

[CGFR 65-50, 30 FR 16903, Dec. 30, 1965, as amended by CGD 72-104R, 37 FR 14233, July 18, 1972]

§ 72.10-10 Location.

(a) The two means of escape shall be as remote as practicable so as to minimize the possibility of one incident blocking both escapes.

(b) [Reserved]

§ 72.10-15 Vertical ladders not acceptable.

(a) Vertical ladders and deck scuttles shall not in general be considered satisfactory as one of the required means of escape. However, where it is demonstrated that the installation of a stairway would be impracticable, a vertical ladder may be used as the second means of escape.

(b) [Reserved]

§ 72.10-20 No means for locking door.

(a) No means shall be provided for locking doors giving access to either of the 2 required means of escape, except that crash doors or locking devices, capable of being easily forced in an emergency, may be employed provided a permanent and conspicuous notice to this effect is attached to both sides of the door. This paragraph shall not apply to outside doors to deckhouses where such doors are locked by key only and such key is under the control of one of the vessel's officers.

(b) [Reserved]

§ 72.10-25 Stairway size.

(a) Stairways shall be of sufficient width to satisfactorily accommodate the number of persons having access to such stairs for escape purposes.

(b) [Reserved]

§ 72.10-30 Dead end corridors.

(a) Dead end corridors, or the equivalent, more than 40 feet in length shall not be permitted.

(b) [Reserved]

§ 72.10-35 Public spaces.

(a) In all cases, public spaces having a deck area of over 300 square feet shall have at least two exits. Where practicable, these exits shall give egress to